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Wild ways

Connecting with kids on March break.
Page 6.

New life soon

The much-needed facelift for downtown
is a step closer. Page 12.

Stigma removal

Campaign to get rid of mental illness
stigma. Page 11.

Prayer for sailors

Annual event held before shipping season
begins. Page 13.

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IMPORT NEWS

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BUDGET

Township tax rate set

DAVE JOHNSON
InPort News Staff

WAINFLEET — Roads were the hot topic again as Wainfleet aldermen went over the township's 2011 budget.

Budget deliberations took two-and-a-half hours last week as council set the tax rate for this year.

See BUDGET | page 2

HEALTH CARE: Scholfield fights for system



ALLAN BENNER Staff Photo

Pat Scholfield has been actively involved in community efforts to preserve hospital services since 2006. After watching services at Port Colborne hospital slowly removed over decades, she's concerned the same thing could happen in Welland.

'You can't cave in'

ALLAN BENNER
InPort News Staff

PORT COLBORNE — In 1966, 10 years after Pat Scholfield moved to Port Colborne from her hometown of East Aurora N.Y., medicare was adopted across Canada, a system she was very proud of.

"I was so proud of the health-care system over here, and I tell my old friends down in the States what a great health-care system we've got," she said.

And it's a system worth fighting to preserve, because slowly and surely, she fears it's being taken away.

She gave birth to three children at the Port Colborne hospital, and returned in 1983

to be at her daughter's side when physicians delivered her granddaughter there through Caesarean section.

"The hospital was functioning well way up until then," she said.

However, in the 1990s, things quietly started to change. Years before the hospitals of the region were amalgamated into the Niagara Health System (NHS), services in Port Colborne's hospital were eliminated, services such as the obstetrics department that brought her grandchild into the world a few years earlier.

But that was only the beginning of the changes that were to come.

See SCHOLFIELD | page 2

See Inside:

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Health system fighter wrote many letters

FROM PAGE 1

In about 2006, Scholfeld said she started hearing about the new hospital being built in St. Catharines. She said it was initially proposed as a hospital to replace the aging facilities serving the people of St. Catharines.

At the time, however, Scholfeld started reading letters to the editor written by "knowledgeable people" warning that the new hospital would ultimately end up being a regional facility and should therefore be located in the geographic centre of Niagara.

"I thought that makes a lot of sense. I thought we just have to convince those people they're on the wrong track and to change it."

She started researching the topic and learning as much as she could about the plans for the facility.

"I wrote letters everywhere.

I wrote them to the minister of health, to the MPs, every where I could," she said. "I was convinced I was on the right track, that they should reverse the decision" to locate the hospital in west St. Catharines.

Her efforts drew the attention of health system administrators who invited her to meet with them, but ultimately the decision was made to build the hospital along Fourth Ave. in St. Catharines.

When the Hospital Improvement Plan (HIP) was released a few years later, Scholfeld stepped up her efforts to preserve hospital services, fearing the changes the document would bring about.

In her opinion, the changes such as converting Port Colborne's emergency department into an urgent-care centre had reduced the hospital into little more than a seniors home.

In October, Pat and John

Scholfeld sold their Port Colborne home and moved into a 1,100-square-foot apartment on Denison St. in Welland. They didn't want to leave Port Colborne behind, but in their mid-70s, Scholfeld said the upkeep on the property was getting a little challenging for them.

But now she fears the same thing that happened at Port Colborne's hospital will soon occur in Welland, too.

The Hospital Improvement Plan will remove a number of core medical services from the Welland hospital, consolidating them at other sites. Plastic surgery has already been consolidated in Niagara Falls, and after the new St. Catharines hospital is completed, the pediatrics and obstetrics departments from across Niagara will be consolidated at the new hospital.

The closure of those departments will have a greater

impact on Port Colborne, Wainfleet and Port Erie since those communities also rely on the core services provided in Welland, Scholfeld said.

"The physicians themselves in their reports have said, if you lose those services, basically you'll lose the viability of a 24/7 ER," Scholfeld said. Ultimately, without a viable emergency department, she said she fears the Welland hospital will be left with another urgent-care centre, just like the one in Port Colborne. "And I don't think the Welland people know that."

Scholfeld has been working to make sure Welland people know what's at stake.

She's asked city council to help get that message out to residents. City council approved a brochure is being developed outlining the changes planned for the local hospital.

Scholfeld's faced a fair bit of frustration in her efforts so far.

Despite the boxes of research, dozens if not hundreds of letters she's sent, protests and rallies she's participated in and helped organize, she's watched the changes she's fought against implemented. And she's seen the impact those changes have had on the community.

Despite her frustration, Scholfeld said a sense of justice keeps her going. — It's the calls she gets from people who share stories with her of problems they've faced trying to get the medical care they need.

Scholfeld said there's a fair bit of apathy in the community among people who feel "there's nothing they can do about it."

But she's not giving up. "You can't cave in like that, you really can't. If it's some-

thing that serious, people have to say "No," we just not going to tolerate that."

She said people need to "wake up" and realize what they stand to lose. They need to convince the provincial government to preserve hospital services before it's too late.

They have review the HIP and make necessary adjustments to accommodate people in the southern tier. We're hopeful that now that the region has passed a motion to have an investigation into the NHS and the HIP, (Health Minister Deb Matthews) will realize they have to review this plan and make adjustments."

If the provincial government won't make adjustments, "we have to have someone else in power."

"We have to have someone who recognizes what's happening to us down here."

abennet@wellandtribune.ca

BUDGET

Part of tax increase is because of extra funds put into arena fire code updates

FROM PAGE 1

Wainfleet will see a municipal tax increase of 2.96% in 2011, which is \$87.85 on an average home assessed at \$208,625. That's up from last year's increase and the original figure of 2.64% council set two weeks ago.

Part of the increase comes from extra funds put into fire code upgrades for Wainfleet Arena. The township had originally set aside \$50,000 to raise of fire upgrades, but decided to add another \$90,000 to bring the total to \$140,000 for this

year. The arena needs about \$450,000 in fire and building code upgrades.

But it before those figures were discussed, three residents from O'Reilly's Road appeared before April Jeffs

to ask councilors to reconsider a decision not to pave the road this year. The road had been on the budget when it was first presented, but was removed so work on other roads in the township could be done.

The residents each said a letter of commitment had been provided to them by Greg Wusman, the township's director of operations, last year that said their road would be paved this year. The road stretches between Lambert and Poks Rds.

They said council should stick to the commitment as there are now 20 homes on the road.

Alid. Ted Hessels told the residents he was opposed to the road being paved since last year. Mayor April Jeffs said despite the letter, the previous council never approved the road being paved.

One resident said council should let staff do its job

when it comes to figuring out what roads need to be fixed and stop micromanaging them.

"Roads are such a big part of a budget, I do think council as a whole needs to look them. It's our duty to look through them and discuss what needs to take priority," said Jeffs in response.

Roads to be fixed this year, many along the lakeshore area which haven't been fixed in years, include: Augustine, Wainthill, Salt, Summerland and Dreamland, First and Second, Fowler, Collins and

Clarendon St. E.

Council also discussed whether or not to hire a part-time deputy fire chief at a cost of \$10,000 per year. The position becoming full-time next year.

Fire chief Chris Cole said he's very busy and could use the help to take care of various programs the department runs and dealing with things like the arena. Council decided to put off hiring a deputy chief and split the \$16,000, with half going into a reserve and the other going into fire code deficiencies at the arena.

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Barry Davis - Sept. 2010

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portraits

Let's skate



DAVE JOHNSON Staff Photo
Sydney Skotniski skates around Westside Arena during a free family skate sponsored by Sobeys in Port Colborne.



DAVE JOHNSON Staff Photo
Alyssa Hoyle skates around Westside Arena during a free family skate sponsored by Sobeys in Port Colborne.



DAVE JOHNSON Staff Photo
Sierra Skotniski skates around Westside Arena during a free family skate.



DAVE JOHNSON Staff Photo
Sisters Sydney and Sierra Skotniski skate around Westside Arena during a free family skate sponsored by Sobeys in Port Colborne.

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Tel: 905-732-2414 Fax: 905-732-3660
inport@wellandtribune.ca

Ken Koyama, publisher, general manager
Dave Johnson, Inport News senior reporter

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■ our view

Canal is important

Tuesday saw the Welland Canal open for another season of shipping and we're glad to see it, despite the fact it sometimes means long waits at the various bridges in town. Port Colborne held two ceremonies for the start of the season, the first being the annual Mariners Celebration at St. James and St. Brendan Anglican Church.

Two hundred people came out for the hour-long event to offer up prayers for those who work in the marine industry. Before Rev. Robert Hutmans offered a prayer for those in the industry, baccapier Terry Dyson played outside the church and dancer Christie Boychuck performed *The Sailors' Hornpipe* dance. Also performing were the Ancient Mariners and a collection of singers from various church choirs in Port Colborne and Wainfleet. Drew Bell, of Lower Lakes Towing, a shipping company based in Port Dover, explained what various flags hung around the church, on Charlotte St., meant.

It was a good celebration and one that more people in town should attend.

During the event, Bell said, "Port Colborne would be Port Colborne if it wasn't for the Seaway."

And he's right, without the Welland Canal and St. Lawrence Seaway, Port Colborne would be a far different city today. If there was no canal, businesses such as ADM (formerly Maple Leaf Mills), Goderich Elevators (formerly the Government Elevators), Robin Hood, Casco, Jungmuelzer and Vale (formerly Inco), might have never located in Port Colborne.

Without some of the businesses, there wouldn't have been various others that supply the ones listed above.

Mayor Vance Badawey's family may have never even come to the city and started up their company which today supplies the marine industry. Places like Allied Marine, West Pier Marine and Industry Supply and Fraser Marine and Industrial, to name a few, might also not exist.

Think of all the jobs that would have never existed without the canal.

Then there's the actual canal, St. Lawrence Seaway Management Corp. and all of the shipping companies. People in Port Colborne work for the Seaway and various shipping companies, like Algoma and Canadian Steamship Lines.

Not only does the canal provide direct employment, but it also provides indirect employment to companies in town and across Niagara.

The canal is in fact important to Niagara overall.

It provides direct and indirect employment for thousands of people and generates millions that go into the region's economy.

So when a bridge goes out, don't curse it, think of what it means to Port Colborne, Niagara, Ontario and the country as a whole to have that ship passing underneath.

■ I'VE BEEN THINKING

REV. STEVEN DAVIS
Central United Church

The scenes of devastation are overwhelming. As I write this, it's almost a week since the massive earthquake struck Japan, and after a week Japan still seems to be a nation dazed and in chaos, not sure what's happened or why and not sure how to move on.

I watched the news reports that included video of cars and trucks being swept away by the tsunami as if they were toys, and entire buildings being carried out to sea; other building being crumbled and in ruins because of the shock of the earthquake. As I write this, thousands are believed to be dead and tens of thousands are homeless.

Several nuclear reactors appear to be on the verge of catastrophic meltdowns and because so much of Japan's electricity comes from nuclear power, there are rolling blackouts even in Tokyo and many people are facing freezing temperatures with little or no shelter or heat.

The truth is that devastation is too much to work for it. And, of course, it's happened before.

The tsunami off Indonesia a few years ago, Hurricane Katrina that devastated New Orleans, the massive earthquake that shattered Haiti just over a year ago. And of course there have been man-made disasters as well. Who can forget the harrowing scenes of 9/11, or the

terror caused by the London subway bombing of 2005 or various and sundry other examples of man's inhumanity to man. And we've all had to deal with personal devastation from time to time — anything from the loss of a job to the loss of a friend or loved one. Such things happen all too regularly, and always we find ourselves asking — "Why?" Why does a good God allow such things to happen?

Why?
I ask that question too. When faced with catastrophes on either a personal or international level, I wonder: "Why?" In my calmer moments, when the catastrophe hasn't happened to me but I'm speaking with someone who's affected by it directly or emotionally, I'd be quite capable of spouting all sorts of theological and doctrinal jargon that can explain that "all things work together for good for those who love God and are called according to his purpose" — but somehow that doesn't cut it for those whose wounds are raw and whose fears and anger are barely concealed beneath the surface. And as much as I know about Scripture and as capable as I am of quoting it, in the end, when faced with tragedy of any kind and with the "why?" question that's inevitably raised, I guess I have to answer honestly: "I really don't know."

Jesus didn't really address the issue of why these terrible things happen. He acknowledged them, but offered no explanation. He once spoke of a tower that had fallen and had apparently

killed several people — but he offered no explanation for why it happened. Instead, he only offered a warning: "Don't think that the people who died deserved it," he seemed to say. They were being punished. Apparently, even in the eyes of Jesus, sometimes bad things just happen.

Life's not fair sometimes. Who could argue that? But if, indeed, somehow God causes good to come out of the bad things that happen, then maybe we need to look for it, and to let the light of the good shine through the darkness of the bad.

Always in response to natural disasters, people respond generously. Money is donated, volunteers line up to go abroad and help, prayers are offered, victims are not forgotten. When a friend or loved one dies, people help out, they offer sympathy and support, they bring food when being asked and they offer hugs — all this to show their love and caring.

There are signs of light in a time of darkness. We shouldn't allow the darkness to overcome those wonderful signs of light that we can see. A colleague of mine once said — "Life's not fair, but God is still good." I've found over the years that those words are true. Life really isn't fair, but God really is good.

Rather than giving up on God in despair over the darkness we see in the world, perhaps we should strive to be the lights to the world Jesus calls us to be. Find someone in need, or some situation you can make a contribution to — and then make a difference.

■ readers' views

STILL BEHIND EUROPE

Michael Den Tinkh recently made what seems to be a valid point: if there is 40 years' study evidence that windpower is harmless, why put a moratorium on off-shore wind projects?

It's further away from the population and you won't be able to hear them due to the distance, wind and waves.

Is the depth and size of foundation required to keep these giants upright in turbulent water and storms? If the real reason stems from the visual impact from the cottage owners point of view, I think it is unfettered. A few kilometers out in the lake, they are simply white sticks with what from the shore, in no way offensive to the eye.

Matter of fact, I can see them as a topic of conversation for the cottage-owners and their guests sitting on the patio. At least something is moving, other than the terns, gulls and mosquitoes. Let's be thankful our provincial

government had the guts and foresight to jump-start our clean energy conversion, something the federal government is still not catching on to.

Would that the people would wake up and realize that we are squandering our future and that of our children.

Doris Toepf
Port Colborne

OPEN LETTER TO THE NIAGARA REGIONAL COUNCIL AND NEDC

I have been reading of the ongoing discussions regarding whether or not the NEDC should continue in its present form with some interest. As a regional taxpayer I have many concerns about just how my tax dollars appear to be so easily spent by those who appear to accept little or no accountability.

A first question that has not been asked,

and which I believe is absolutely essential to assess the ongoing value of the NEDC has two distinct parts:

1. How many jobs have been lost in the Niagara Region in the past five years?
2. How many new jobs have been created in the Niagara Region in the past five years that are directly attributable to NEDC initiatives?

Don't misunderstand me, I am not doubting the value of any single new job being created in the Niagara during these tough economic times. For those lucky enough to get one it is great, possibly a lifesaver in many incidences.

However, I am not convinced that the implication of jobs at any tax dollar price, particularly when it has increasing tax dollars as it's only financial "business plan" budget requirements, makes any sense at all.

Andrew Waits
Wainfleet

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■ COLUMN

Working dogs of group No. 3 – The most popular breeds



Sandie Bingley
IT'S
DOGS LIFE

One of the most popular breeds from Group 3 is the Rottweiler. The Rottweiler came to Germany with the invasion of the ancient Roman armies. These dogs were used to drive and guard the sheep and cattle needed to feed these huge armies. Many of these dogs were left behind in various countries along the way. Some of these dogs were left in the German township of Rottweil where many butchers and cattle buyers lived.

Here the Rottweiler was

developed into excellent cattle dog, draft dogs, guard dogs and even wore his owner's money pouch around his neck. No one would attempt to steal the money from the Rottweilers. Once all cattle was moved by horse to cattle using dogs in Germany.

The Rottweiler would have been out of work except that in 1910 he was chosen as one of only four breeds of dogs that were completely fit to do police work. The Rottweiler with his intelligence, sturdy build, courage and self-reliance was perfect for police dogs. Today they make faithful home and family guard dogs and great companions.

Around 1890 Louise Doberman was the local tax collector and dog catcher.

Because of his jobs were unpleasant and unpopular, he worried about his safety. So he developed a breed of dog that could protect him and also be light weight and agile. He kept it a secret to say which breeds of dogs he used to develop the Doberman Pinscher.

It is only guesses but it is believed that he used the Rottweiler, the Great Dane, the German Shepherd Dog, the German Pinscher, the Manchester Terrier and the Greyhound to develop the Dobe. As the dog catcher he had easy access to getting these breeds. With his Doberman Pinschers for protection he was then able to go from house to house and collect the taxes without being harmed.

In 1910 the Doberman Pinscher was named the 2nd breed of dog that was fit to be used as a police dog in Germany. They were noted for being a fearless guard, police and war dog. Today he is obedient, loyal, and has controlled guarding abilities. He still has great energy so he needs lots of exercise and obedience training.

The very popular Great Dane is easy to recognize as he is quite tall being 31 inches at the shoulder. In spite of his size, he is still very elegant. He was known as the "dog of many

names" as he had about 10 different names depending on where he lived. In Germany he was known as the Deutsche Doggen (German Dog). In Denmark he was the Danols Doggen (Danish Dog). In parts of Europe he was called the Boarhund (Boar Dog). He lived for centuries in Britain where he was called the Great Dane.

It is still a mystery why he was called the Great Dane by the British as he was never a highly popular dog in Denmark. In Germany he was used

The very popular Boxer suddenly appeared around 1890-1900. How he was developed is still a secret even today. No records have ever been found as to which breeds of dogs were used to get the Boxer.

He has a very unique head with a longer lower jaw which looks a little like a Bulldog. But that is where the resemblance ends as the Boxer is medium in size, with a slim body and long legs.

Next time: More Group 3 Working dogs from other countries.

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Sandie White

■ **CAMP:** Laura Bearss connects kids with nature at her outdoor camp

A wild way to spend March break



George Duma
BY GEORGE

Who needs Florida during March break when you can head to the outskirts of town and have a wild time during the week?

So it was for 10 local kids who spent their early-spring vacation at Camp Wild, a day-time operation run by local school teacher Laura Bearss.

I've been at Camp Wild before, during the summer when Laura runs week-long day camps. It's an amazing place.

Located on the north-west corner of Lakeshore and Cement Plant Roads, the camp is actually a 21-acre parcel of land belonging to Laura's dad, Phil. The property has woods and a huge pond.

It's basically a science and nature camp but it's so much more than that. It's a fun place for children to hang out during the day, and that's thanks to Laura's warm way with the kids.

There is never a dull moment at Camp Wild because Laura understands young ones need ongoing mental stimulation to stay engaged.

While she holds one-week camps throughout the summer, she has also been hosting March-break camps for four years now.

There are all kinds of activities throughout each of camp's five days and obviously they are quite different in the middle of March than in the summer.

One thing, however, is constant in both summer and March — the kids go on hikes around the property and beyond. They bring a notepad with them and get points for identifying entities of nature. For example,

seeing a bird and naming it properly all by yourself will get you five points. Finding a cavity in a tree and knowing it belongs to certain type of bird will get you two points. You get the idea.

This day I visit last week, the morning project involves making suet feeders for birds.

Laurie Dayboll is there helping Laura and Phil work with the kids to build and paint them.

Sisters Korynne and Kendra Cousineau become my unofficial hosts. We sit on three of the small stools all the kids made earlier in the week from the wood of fallen trees, and we chat.

They take me down from the main house to the pond.

Beside it sits a tall, thin pole. Atop is a non-descript birdhouse with a single hole. In my mind, I dismiss it as something that's really cool for the kids to see and experience but I figure it's empty.

"A baby screech owl lives there," Kendra tells me. Korynne nods agreement. They're adorable, the Cousineau girls are. I know them through their mom and dad. In fact, dad ensures my back is in good shape through twice-a-month visits, when I remember to book them. I have such a soft spot for the girls. Not only do they melt my heart, they've been raised so well and they are incredibly bright.

"But it's kind of gross what they eat," Korynne chimes in right after she says.

OK, I'll bite. What do they eat?

"Rodents," Kendra says. "And they puke up all the



Laurie Dayboll and Owen Mader work on Owen's suet-feeder, designed to bring nourishment to birds at Camp Wild.

bones and hair," Korynne says.

So how do they get what they need from what they eat, I ask?

Both girls know the answer and they tell me, "Their body takes all the nutrients out of the food and they get rid of

the rest."

We get ready for a photo at the base of the pole when, almost on command, the baby screech owl pops its head out.

"Wow!" the girls exclaim. I guess normally the little one doesn't come out until after

noon and here it is about 10:30 a.m.

We get pictures, of both the girls and of the owl poking its head out of the house. And we head back to the joint rest of the group.

See BREAK | page 7

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Boys: U9-2002/2003	Patrick Maloney jmalone11@hotmail.com	Grant Jennings (905)835-0262

■ BREAK

Mmmm, pancakes

FROM PAGE 6

Everyone was excited this particular Thursday because the next day — Friday, the final day of camp — was going to be a time for pancakes. But not just any pancakes. Laura and the campers had tapped maple trees on the property for sap earlier in the week. They were going to turn the sap into maple syrup on Friday and have the homemade concoction with their pancakes.

Camp Wild is an incredible experience for kids, especially in this day and age of everything online. Communing with nature almost seems to have gone out of style and I just find it so heartwarming to know we're blessed to have someone like Laura committed to getting kids out from behind computer screens and into the outdoors.

See **OUTDOORS** | page 8

GEORGE DUMA InPort News Photo

Laura Bearss and Caleb Shea check out the sap-collecting cans on one of the maple trees at Camp Wild. The day after this photo was taken, the collected sap would be turned into maple syrup for a pancake feast.

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■ OUTDOORS

Teaching is clearly in Laura's blood

FROM PAGE 7

Her background is eclectic. Laura studied Chemical and Environmental Engineering at Mohawk

College in Hamilton before furthering her education with a Bachelor of Science degree in Biology at Brock University.

After a stint working for Toyota, she moved back to town about five years ago from Kitchener and launched Camp Wild.

Laura continued her education, getting her teacher's degree at Brock. During the fall, winter and spring months, she is a

supply teacher with the District School Board of Niagara, before kicking off her camp full-time in the summer.

After watching her work with kids on two separate occasions, it's a mystery to me why the school board hasn't taken her on full-time. Teaching is clearly in her blood and she would be such an incredible asset to the board, with her knowledge of nature and the environment.

If you have young children, I would wholeheartedly recommend sending them to learn with Laura this summer. And don't be surprised if they end up wanting to sign up for subsequent weeks. Most do.

And I totally understand why. For more information, check out Laura's website for Camp Wild at www.campwild.ca

George Duma is a resident of Port Colborne and has spent 30 years in the newspaper business. He welcomes



GEORGE DUMA
InPort News Photo

Eric Birrell was so excited to show me a coyote skull the campers at Camp Wild found during one of their hikes. It was pretty cool. I guess they saw the coyote's dead body last summer during a hike and found the skull during last week's March break.

comments and column suggestions and can be reached at: gduma@cogeco.ca

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inPortbriefs

APPEAL MOVES FORWARD

PORT COLBORNE — An Ontario Municipal Board pre-hearing conference has been scheduled for the appeal filed by Nyon Oil Inc. regarding the proposed energy park in Port Colborne.

The appeal was filed based on city council's decision to deny requested city official plan and zoning changes for the energy park in June 2009. The hearing is Wednesday, April 6, in city council chambers. It starts 11 a.m.

The city's legal counsel met with Nyon representatives on March 11, chief administrative officer Bob Heil told city council last week.

A revised site plan for the energy park is in the works, he said. Liquefied natural gas and polymer storage components have been removed.

Another meeting will take place on March 28 between city representatives and counsel

After that meeting, the city may be able to provide the public with more information, Heil said.

It is anticipated, he said, that a full OMB hearing will take place in the next four to eight months.

NIAGARA MUSIC AWARDS JUNE 14

THOROLD — The big night for local musicians is less than three months away.

The 2011 Niagara Music Awards takes place June 14, when music fans will find out who the winners are of such awards as male and female vocalist of the year, rock group of the year and 25 others.

But before awards night, there's an event launch and news conference scheduled for March 31 at The Moose and Goose in Thorold.

Tickets for the event are \$5. Angela Siracusa will provide the entertainment.

■ NEED THERE: Residents will benefit

MARYANNE FIRTH
InPort News Staff

PORT COLBORNE — City council is rerouting for residents.

After being reviewed by the transit advisory committee, a bus route in the Apollo Dr. area has been changed to benefit residents living in subsidized housing.

The review request was brought forward by Ward 3 Councillor Bea Kenny, who had been approached by area residents unable to access

public transportation.

"There is a need there," Kenny told councillors last week, adding many people are unable to afford other methods of transportation.

The transit advisory committee recommended the bus be rerouted for a two-month trial period.

It will turn right onto Borden Ave. from Steele St., left onto Elm St. and then left on Barrick Rd.

The bus will stop at the corner of Barrick and Apollo, within walking distance of the subdivision in question. It

will then continue on Barrick turning left onto Steele, and right onto Northland Ave.

There will be no cut to existing service and only a small portion of Steele St. between Borden and Northland will be omitted.

There is no cost to the change in the route.

Community and corporate services director Peter Senese said the change has been advertised on city buses, www.portcolborne.ca/and at city hall.

Notices are also being sent out in water bills of area

homes this week, he said. Kenny was unsure whether all residents in subsidized housing receive a water bill and suggested another method is necessary to communicate the change.

She said she and Ward 3 counterpart Frank Danch are willing to take a walk through the subdivision and hand out notices.

Senese responded, saying staff can deliver the notices to homes in the neighbourhood.

mfirth@wellandtribune.ca

Stressed? What? Me Worry?

Job pressures, family responsibilities, crushing financial worries, constant rushing to and fro in traffic and 'there's never enough time in the day,' anxieties are just a few of our many, many daily stresses.

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Choralis Camerata presents: Brahms and Shumann's 'A Love Triangle' The Liebeslieder Waltzes at 7:30 p.m. at Central United Church, 39 Delhi St. Phone 905-354-4348 or 905-646-9225 for tickets. Adults: \$10, group 10 or more: \$20 per person. See www.choraliscamerata.com for more information.

SATURDAY, APRIL 9

St. Joseph's CWL is having its semi-annual rummage sale from 9am to noon. Fill a garbage bag for \$8. We also have a 25-cent white elephant table, you'll never know what you can find. Church is at the corner of Netherby and Sodom Rds

SUNDAY, APRIL 10

Arts Place will hold its annual Silent Auction on from

2 p.m. to 4 p.m. This is both a fundraiser and a fun event. Come and bring your friends.

THURSDAY, APRIL 14

Port Colborne Optimists will host a Girls Night Out. The event will be held at the Brebeuf Hall, 300 Killyat St. East, Port Colborne. Doors open at 7 p.m. and local psychics will be there offering 15 minute readings for \$5. Live entertainment by Randy Thomas. Wine tasting with hors d'oeuvres being served by surprise servers and

there will be a number of vendors displaying their items. Tickets are now available and would make a great stocking stuffer. For more information or to purchase a ticket for \$25, call 905-834-7988. All proceeds from the event will help the Port Colborne Optimists to continue helping the kids of Port Colborne.

AT THE PORT COLBORNE PUBLIC LIBRARY

Adult Knitting Classes:

Spring Session begins Tuesdays from March 22 to May 17. Runs 7 p.m. to 9 p.m. For more information or to join the Knitters' Club, call Vicki Fretz at 905-835-5737.

Kids' Yoga with Nadia Esposito. For ages 4 to 11. Tuesdays from 4 p.m. to 5 p.m. Two five week sessions beginning Tues. April 12 to June 14. Cost is \$20 per session pre-paid, or \$35 per drop in. To register call Nadia at 905-329-9841.

Rise and Shine Yoga with Heather Jones. This session runs Wednesdays from March 23 to May 4, 9:30 a.m. to 11 a.m. Hatha yoga, all levels. Punch cards call Heather at 905-932-6061.

Small Hands Studio: Art Workshops for Children. With Kelly Langley Davies. Painting, drawing and sculpting. Mondays, 6 p.m. to 7:30 p.m. Ongoing classes until June 27th. Each five week session costs \$65. Save \$5, per child when you book two or more siblings in the same session. Call Kelly at 905-834-8483 for more information.

Films for seniors presented the first Wednesday of the month from Oct. to May at 1:30 p.m. in the auditorium. Free admission and refreshments.

Art in the Atrium: "Moments of Truth" photography by John Ballin until April 15, 2011.

ONGOING

March of Dimes is celebrating its 60th Anniversary in 2011 and needs your help. The charity is seeking volunteers in Welland and Port Colborne to help support its Door-to-Door Campaign in January. Please join a sixty-year tradition of generosity and help children and adults with disabilities in your community. We still need canvassers and captains to join the campaign. For more information or to volunteer please call 1-800-263-3463 ext. 7705 or e-mail door2door@marchofdimes.ca. To learn more about March of Dimes' programs and services for people with disabilities, please visit www.marchofdimes.ca.

Alzheimer Society of Niagara Region Support Groups for Caregivers meets the first Tuesday of each month (except for July and August) at 1:30 p.m. to 3 p.m. at Rapelle Lodge, 277 Plymouth Rd., Welland. For more information call 905-687-3914.

Computer workshops and one-on-one training are available at the Wellfleet Township Public Library on Wednesday and Friday afternoons. Please call the Library at 905-899-1277 to book an appointment.



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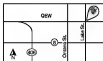
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■ **PATHSTONE:** Council hears youth need help

Campaign to remove mental illness stigma

MARYANNE FIRTH
InPort News Staff

PORT COLBORNE — Ellis Katsof is hoping the people of Port Colborne will help to break the stigma that surrounds mental health treatment.

The executive director of Pathstone Mental Health, formerly Niagara Child and

Youth Services, shared information about the agency with Port Colborne council last week.

One in five children will face a mental illness, as will one in five adults, Katsof said.

"That's twice the amount of people that have diabetes and four times the number of women that have breast

cancer."

Seventy-five per cent of all mental illnesses begin in childhood/adolescence, he said. Though mental illness is easier to treat at a young age, many people don't immediately seek treatment, if at all, due to the stigma attached, Katsof said.

"Only 25% of children get the help they need and

deserve because of the stigma."

People often associate words such as violent, unemployed and dangerous with mental health issues, a trend Katsof hopes to break.

"We all know people with mental illness ... we just don't know we know them because they're holding in their issues," Pathstone is

launching an anti-stigma campaign later this year, Katsof said, to encourage people to reach out and get the help they need.

The campaign will be advertised in a variety of ways throughout the region.

"You can help by speaking about mental illness," he told council.

Last year, Pathstone was able to assist about 4,300 children — a number that is expected to grow to 5,000 in 2011, Katsof said.

Of those 4,300 youth, 237 were from Port Colborne.

For more information, visit www.pathstonemen-talhealth.ca.

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■ DOWNTOWN: CIP approved

New life soon for 'tired looking area'

MARYANNE FIRTH
InPort News Staff

PORT COLBORNE — The much-needed facelift in Port Colborne's downtown core is one step closer to fruition.

City council has approved the creation of a detailed streetscape design for the Downtown Central Business District Community Improvement Plan, a job that will be taken on by design consultant Aecom.

The downtown CIP was adopted by council in September 2010 and the request for proposal for the streetscape design was issued this past January.

Six proposals were received, reviewed and scored by the city's engineering and planning staff, with Aecom recommended to receive the contract.

Of the top three scoring proposals, Aecom's offered the lowest bid.

Though the company's bid for the overall design of the project was \$297,057, staff recommended at last week's council

meeting that an agreement be struck to design the principle and secondary area streetscapes found within the CIP at a cost of \$198,707 — excluding site servicing until funding is confirmed.

To begin the preparation of the detailed design drawings, council budgeted \$100,000 in 2010. Those funds were matched by a grant secured by the city from South Niagara Futures Development Corp.

That \$200,000 is enough to fund the complete set of tender drawings and documents for both the principle and secondary area streetscapes found within the CIP project, said Ron Hanson, the city's director of engineering and operations. Additional funding of \$117,350 for site servicing is required, however, for the watermain and sanitary sewer design work, as well as storm sewer and roadway design work, Hanson said. Capital funds are available to assist with the project, he added.

"This is a budget item, but not a new ask,"

Council approved that addi-

tional funding be referred to the 2011 water and wastewater budget deliberations as well as the 2011 operating budget deliberations.

"The recommendation is that we do all of the design in 2011," Hanson said, with the hope to get the CIP "designed and ready to go" by the end of the year.

Similar to the Main St. CIP, the city is taking a "tired looking area" and bringing it back to life — this time in Port Colborne's downtown, said Mayor Vance Badway.

He assured the city would be working with the Downtown Port Colborne Business Improvement Area board and downtown business owners as the project gets rolling.

"I can hear the dancing downtown right now for this," said Ward 1 Coun. Dave Elliott.

Elliott, council's representative on the downtown BIA board, said rejuvenating downtown "will be an economic driver for the city."

mjfrth@wellandtribune.ca

■ YOGA TIME



DAVE JOHNSON Staff Photos

Nadia Esposito led a yoga class for four- to seven-year-old children at Port Colborne Public Library Friday morning. The class was part of March Break activities put on by the library.



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■ **MARINERS CELEBRATION:** Annual event before shipping season starts

Saying a prayer for sailors

DAVE JOHNSON
Tribune Staff

PORT COLBORNE

—Prayers were offered up for those who work in the marine industry in the city and the Great Lakes during a Mariners Celebration last Sunday night.

The celebration, at St. James and St. Brendan Anglican Church, is held before the shipping season on the Welland Canal and St. Lawrence Seaway starts. The season opened Tuesday at ceremonies in both Port Colborne and St. Catharines.

"This is about the marine industry, seafarers ... people who work in the industry," said Rev. Robert Hurkmans, as he welcomed approximately 50 people to the celebration.

Before Hurkmans offered a prayer for those in the marine industry, bagpipe Terry Dyson played outside the church and dancer Christie Boychuck performed "The Sailors' Hornpipe" dance. Also performing were the Ancient Mariners and a collection of singers from various church choirs in Port Colborne and Wainfleet.

Drew Bell, of Lower Lakes

Towing, a shipping company based in Port Dover, explained what various flags hung around the church, on Charlotte St. meant.

One hung right above the altar area spelled out, in semaphores, In God We Trust.

Bell also pointed out various shipping company and chandler flags, like Fraser Marine, the former Misener Transportation company and the St. Lawrence Seaway Management Corps. old flag.

Port Colborne wouldn't be Port Colborne if it wasn't for the Seaway," said Bell.

Mayor Vance Badawey,

whose family has a connection to the marine industry as well through its supply company, also spoke at the celebration and agreed with Bell.

"Port Colborne is a port, we are the port of Niagara, it's how we came to be and who we are."

He thanked everyone

for coming out, including Wainfleet Mayor April Jerfis and her family, and said the celebration was a tradition in the lakeside city, held to send sailors off with a blessing.

"You have someone you know that's going to be out there on the lake this upcoming shipping season. It's important for them to know

how much you think of them on a daily basis."

Badawey said the event Sunday night helps celebrate the city's marine heritage and the city's future related to the marine industry.

"Keep the folks out there in mind."

The marine industry, he said, is one of the most

prominent industries in Niagara and can be one of the most dangerous, especially with the weather on Lake Erie and all of the Great Lakes.

"So please, throughout the season, keep those folks in your thoughts."

djohnson@wellandtribune.



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SOFT LINER

Q. Recently I have noticed that my dentures have become loose and uncomfortable. What can I do?

If you have been feeling pain in your gums for sometime and wearing a denture hurts even though it has been meticulously adjusted, or if your denture is becoming increasingly loose and is uncomfortable, it's time for a visit to see your dentist. Fortunately, there is an answer to solve these problems. I recommend a soft liner.

Q. What is a soft liner?

The permanent soft liner is a layer of soft material that is fitted to the surface of your denture and rests next to the oral tissues. The soft liner acts as a cushion or shock absorber between the hard plastic of the denture and the gum area. The soft base will not halt the resorption of your gum, whose shape and thickness are constantly changing, and the reason for your denture getting looser, but it will ensure that your denture provides continued comfort as time goes by.

Q. What are the advantages of a soft liner?

To name just a few reasons: • Great comfort • With soft liners, many denture wearers report that they can chew food more comfortably and effectively.

• This will extend the health of your gum as well as ensure maximum adherence.

Q. Is a soft liner right for me?

Permanent soft liner provide comfort and relief for individuals with:

• Severely resorbed or flat gums that do not tolerate the stress of dentures • Chronic soreness

Things to think about with soft liners...

Soft liners requires regular follow-up visits with a Denturist to determine the fit of dentures, the health of your oral tissue, and to ensure proper oral hygiene and cleaning of the soft tissue lining.

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Economic recovery means building on our strengths



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To achieve economic recovery we must all contribute to a regional economic strategy, steering the economy in a direction which builds on our strengths.

To accomplish this, it is critical that all 12 municipalities and the region contribute to this strategy with Niagara in mind versus a parochial mindset. We have much more to offer collectively versus individually and we will all benefit from the positive outcomes.

The City of Port Colborne currently has four Community Improvement Plans (CIP's) underway. The Main Street/Gateway CIP is targeted to be completed by June. The Downtown, Waterfront and Brownfield CIP's are currently in the planning stage.

These CIP's are addressing aged areas of our community. No different than your own home or businesses, the intent is to bring these local destinations up to current standards, including the existing infrastructure.

It is an opportunity by this (municipal) government to contribute to economic recovery and growth by pro-actively participating in enhancing a level of confidence to existing and future investors to these particular areas of our community, as well as simply cleaning up otherwise

depressed looking areas of our community.

This and past councils have felt that a "do nothing" alternative is simply not an option for a community that is striving to offer more for our business sector.

Since 2003 we have offered "Smarter Niagara" incentive programs that encouraged development of certain types in certain locations. Under provincial legislation, financial incentives can only be accessed by our business community through the establishment of a CIP if a business is within a CIP area they are entitled to financial incentives, as well as taking advantage of area specific improvements.

These CIP's are also focusing on brownfield redevelopment, bringing back into productivity old, stagnant industrial areas of the city that currently have infrastructure capacities.

The government of Ontario has specifically identified the city as the location of the Gateway Economic Centre – the only such designation in the province.

The city, region and province have recognized that there is a need to steer the economy in a direction which favours our strengths in terms of our location as a gateway for trade, such as Port Colborne's significant transport infrastructure.

We will need the federal government's recognition as well by establishing a Foreign Trade Zone within the gateway economic centre. These are specially designated areas with tax incentives for business operations. We are currently

This and past councils have felt that a "do nothing" alternative is simply not an option for a community that is striving to offer more for our business sector."

in discussions with the federal government on this initiative.

The gateway economic centre strategy is a major component of the region's overall economic plan. Bringing the strategy to life – "plans into action" has been our focus in 2010 and will continue through 2011.

A number of themes where action has been taken or is in process include transportation and transit improvements, brownfield and downtown revitalization – community improvement plans, commercial and industrial land development, attraction of new investment in key sectors, the key role of agriculture and culture in our economy, strengthening our key tourism sector and targeting incentive programs.

We have highlighted to upper levels of government concrete examples of local work being undertaken in support of Niagara's gateway economic centre to solicit their immediate involvement, such as the South Niagara East-West Arterial Corridor, the first link of the mid-peninsula trade corridor.

We have released studies including assessment of municipal and regional transit needs, the completion of the Port Niagara study, planned infrastructure projects, an ongoing effort highlighting the broader provincial and

federal economic benefits to a successful gateway economic centre in Niagara and establishing an industrial to the gateway economic centre which will offer financial incentives to existing and new industry that are looking at this area to locate.

The introduction of GO service in Niagara has been important for improving access for visitors. Once visitors from all over the province and beyond arrive, we need to make it easy for them to get around this region – getting to attractions/destinations that are spread across Niagara, such as here in the City of Port Colborne – Niagara's South Coast – hence the need for intermunicipal transit.

Simply put, we are expanding our market exposure and must be prepared to offer a quality destination for people to live, visit, work and play. The point is, we are no longer a destination of 18,000 (Port Colborne) – we are a destination of 427,000 (Niagara).

Regional transit authorities are working together to make improvements to regional transit networks. We have begun to implement improvements which will enhance the current system(s), such as the triangle inter-municipal service (St.

Catharines, Niagara Falls, Welland) that enhances the movement of people to the feeder areas such as to Port Colborne and Port Erie.

This will as well add to the ability for those residing in Niagara to travel throughout the region, accessing work, healthcare and education destinations.

Along with the growth management strategy, the city is moving forward to establish a centre of excellence for integrated multi-modal assets (road, rail, marine and air) and a major area through which cross border traffic and goods movement continues to grow.

This centre of excellence aligns well with existing road and rail initiatives in the United States such as the New York State Rail Plan and the Continental Road Corridor (Toronto to Miami) and is targeting priority sectors such as wind energy manufacturing, bio-fuel, bio-food, food processing, steel and metal manufacturing and fabricating. These priority sectors will strengthen our supply chain.

Spending on infrastructure, based on targeting, will be a key in providing effective connections with global markets. Transportation dollars should be spent efficiently and effectively, according to investment priority with an overall goal to strengthen exportation, especially with the region's close proximity to North American markets, thus, the immediate construction of a mid-peninsula trade corridor is critical.

In September 2010, the Brookings Institution released a report entitled *The Next Economy: Economic Recovery and Transformation in the Great Lakes Region*. This report leans heavily toward everything we have been working toward as mentioned earlier, including the fact that we must work together to right-size communities targeted within the region's growth strategy, such as Port Colborne, particularly for older industrial cities within the Great Lakes region which have seen significant job and population loss.

Focus should be given to stronger, smaller communities and to strategies that address long term land use and economic development goals.

Promoting a focus on expanding these economic opportunities is clearly outlined as a strategic opportunity within the gateway economic centre and growth strategies.

Promoting an all inclusive process, that includes all of Niagara is critical to our success at implementing these strategies. The city will be a beneficiary of this direction.

We must think about the economic future of all Niagara, not just a few, in turn confirming our effort to speak and work as one Niagara voice toward a successful economic recovery.

The opportunity is now, we must grasp it. Port Colborne-Niagara's economic recovery and the region's economic sustainability depends on it.

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■ QUICK LOOK: 2012 Volkswagen Jetta GLI

GLI returns to the Jetta lineup

JOE DUARTE
QMI Agency

The Volkswagen Jetta GLI is back for 2012 with the newly evolved Jetta body and the promise of greater differentiation from everyday Jetta models.

Jetta was developed for the North American market back

In 1979, primarily because the Golf wasn't as successful in North America as Volkswagen as hoped. The solution was to graft a trunk onto the Golf hatchback, and the car proved popular in various world markets under various names.

And since Golf had a high-performance GTI model, Volkswagen decided to create

a Jetta GLI model to match. Visually, the GLI is distinguished by prominent horizontal lines spanning the grille and trapezoidal headlights. The lower bumper features large air intakes and a tray-shaped front spoiler. The crease from the grille sides to the A pillars provides muscular shoulders to the front end, with their

bulging lines stretching clear to the rear fenders to show off their muscularity. At the rear, smoky LED taillights sit above the dual exhausts.

It always included sporting touches, and in the latest generation that includes the 200-hp 2.0-litre turbocharged four-cylinder engine (making 207 lb.-ft. of torque at just

1700 rpm) linked to a six-speed manual transmission (or optional direct shift "automatic" with paddle shifters and rev-matched downshifts). Traction control, stability control and anti-lock brakes with electronic brake force distribution are all part of the package.

Handling is entrusted to a

track tuned suspension made up of front McPherson struts and a rear multi-link set-up.

Inside, there's a flat-bottomed multi-function steering wheel, bright alloy pedals and door trim, and heated front sport bucket seats.

It's all tied together with the typical GTI red stitching to add an upscale sporting flair.



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■ MUSIC FOR PEACE

A good time for all

DAVE JOHNSON
Tribune Staff

PORT COLBORNE — While she didn't get the crowds she was hoping for, Music for Peace founder Brianna Irvine said those who came out for a free concert Saturday night had a good time.

"It wasn't as big as a turnout as I wanted," the 15-year-old said.

Bands that performed at The Hub, included: Universal Thought, XPrime, Hartford, Those Damn Metal Kids, The Autumn Crush, Like Pacific and To Tell The Tale.

"The bands had a good response from the people that were actually there." See MUSIC p. 20



Music for Peace's Brianna Irvine stands with members of the band Hartford after they performed at a free concert at The Hub in Port Colborne Saturday.



DAVE JOHNSON Staff Photo

Cody Pyle of the Port Colborne band Universal Thought performs at the Music for Peace concert Saturday at The Hub in Port Colborne.

SUPPLIED PHOTO

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2lb tub
 $\frac{1}{2}$ PRICE **1.99**
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10kg bag
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MUSIC



DAVE JOHNSON Staff Photo

Music for Peace's Brianna Irvine is interviewed by broadcasting students from Niagara College before the start of a free concert at The Hub on Saturday in Port Colborne.

Event helps local charities

FROM PAGE 19

A few of the bands she had booked for the event had also dropped out and she wasn't sure why.

Music for Peace was created in January 2010 by Irvine to help three charities. The ones it helps include: Ronald McDonald House, Make a Wish Foundation and To Write Love On Her Arms, a group that deals with self-harm, depression, suicide and addictions.

Last year, through the sale of various merchandise and a concert, Irvine was able to raise and donate \$908.79 to the charities.

"Though final figures weren't in, she figures more than \$200 was raised. Two cardboard boxes and a bag were also filled with non-perishable food items that congregators brought in, which will be donated to the food bank.

Irvine isn't planning on holding any concerts for a bit and is planning something for Canal Days this year at H.H. Knoll Lakeview Park.

"It hasn't been confirmed yet, it's just being planned," she said.

During Saturday's event, Music for Peace had 20 prizes donated to it to be drawn that night.

Donations were provided by Laurie Terreberry, Amanda Hines-Sellman, Crystal Beach Tattoo, Jen Adams (massage gift cert), Smith Optical, and Music for Peace donated a hoodie jacket. Some of the bigger winners were Brianna Ledstone (lead singer for The Autumn Crush) who won the tattoo gift certificate, Allison Windsor who won two massage gift certificates, and Amanda Finlay-Sellman who won an \$80 pair of ladies sunglasses.

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